

# Inspection of Terminal Elevators and Inspection of Grain

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OTTAWA

THOMAS MULVEY

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1921

[No. 178—1920.]







Reference No. 143.

## RETURN.

[178]

To an Order of the House of Commons, dated May 10, 1920, showing:—

1. Whether inspectors in charge of terminal elevators, under the Board of Grain Commissioners, have full authority to inspect grain, as provided for in the Canada Grain Act.

Answer: Yes.

2. If not, why not.

Answer: Answered by No. 1.

3. If so, whether the inspectors issue the requisite inspection certificates, with their signatures attached thereto, as evidence of such inspection.

Answer: Certificates are issued in accordance with the certified grade shown on the inspector's sheet either by the actual inspecting officer or other authorized officer.

4. Whether the chief inspector or his immediate assistant, in charge of terminal elevators, has authority to change such inspection, without consent of the inspector directly in charge of a terminal elevator.

Answer: Yes. In accordance with section No. 101 of the Canada Grain Act.

5. If so, whether this practice is provided for in the Canada Grain Act.

Answer: Answered by No. 4.

6. Whether inspection certificates, either inwards or outwards, are signed in blank by an officer under the Board of Grain Commissioners, and then filled in afterwards by a clerk.

Answer: No original certificates are signed in blank.

7. Whether western inspection certificates are signed in blank by the chief inspector or one of his officers, and then filled in by an officer in the Eastern Inspection District.

Answer: No original certificates are signed in blank.

8. Whether the inward and outward inspection at terminal elevators is identically the same.

Answer: Yes. According to the judgment of the inspector, but under section 34 of the Grain Act, the inspector may issue a certificate in accordance with the poorest quality of grain found in any lot or parcel of grain.

9. Whether the Canada Grain Act provides for the inspection of grain into terminal elevators, from steamers and barges.

Answer: Not if previously inspected except in accordance with section 101 of the Grain Act.

10. If so, whether the inward or outward inspection governs.

Answer: Answered by No. 9. The Board of Grain Commissioners has ruled that in case of grain inspected out of an elevator being unloaded into the same or another elevator, the outward inspection must stand, subject, of course, to the provisions of section 101 of the Canada Grain Act.

11. How much grain the Government elevator, Port Arthur, has handled from September 1, 1919, to May 1, 1920.

Answer: 2,851,634 bushels.



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12. How much grain the above elevator handled during the following crop years: 1913-14, 1914-15, 1915-16, 1916-17, 1917-18, 1918-19.

Answer: Total grain handled—

1913-14.. . . . .	10,257,833 bushels.
1914-15.. . . . .	9,638,564 "
1915-16.. . . . .	31,425,178 "
1916-17.. . . . .	23,066,866 "
1917-18.. . . . .	12,053,395 "
1918-19.. . . . .	5,590,824 "

13. Cost per bushel in handling grain in the Government elevator, Port Arthur, for the above crop years, and for the period, September 1, 1919, to May 1, 1920.

Answer: Cost per bushel handling—

1913-14.. . . . .	0.66 cents.
1914-15.. . . . .	0.67 "
1915-16.. . . . .	0.33 "
1916-17.. . . . .	0.57 "
1917-18.. . . . .	0.91 "
1918-19.. . . . .	1.77 "

August 1, 1919, to April 30, 1920, books not closed; no figures available.

14. Whether the above cost includes any provisions for interest on investment and management.

Answer: Does not include interest on investment or services rendered by the Board of Grain Commissioners.

15. Revenue per bushel for the above period, (a) including as revenue, money derived from the sale of overages, screenings and scalpings; (b) excluding as revenue, money derived from the sale of overages, screenings and scalpings.

Answer: (a) Gross revenue per bushel—

1913-14.. . . . .	2.12 cents.
1914-15.. . . . .	1.97 "
1915-16.. . . . .	1.36 "
1916-17.. . . . .	2.38 "
1917-18.. . . . .	2.74 "
*1918-19.. . . . .	11.14 "

(b) Net revenue per bushel, excluding overages, screenings and scalpings—

1913-14.. . . . .	1.73 cents.
1914-15.. . . . .	1.20 "
1915-16.. . . . .	1.22 "
1916-17.. . . . .	1.65 "
1917-18.. . . . .	1.44 "
1918-19.. . . . .	3.30 "

August 1, 1919, to April 30, 1920; books not closed; no figures available.

16. Number of employees engaged in the above elevator during the above periods.

Answer: Number of employees—

1913-14.. . . . .	38
1914-15.. . . . .	36
1915-16.. . . . .	64
1916-17.. . . . .	63
1917-18.. . . . .	49
1918-19.. . . . .	41
August 1, 1919, to April 30, 1920.. . . . .	30

17. Name of the senior officer or manager who superintended the operations of the Government elevators under the Department of Trade and Commerce, for the above periods.

\*Includes sale of 1917-18 and part of 1916-17 overage August 7, 1919, to April 30, 1920; books not closed; no figures available.



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Answer: Chief executive—

1913-14—J. P. Jones, Grain Commissioner.

1914-15—J. P. Jones, “ “

1915-16—C. E. Austin, General Manager.

1916-17—C. E. Austin, “ “

1917-18—J. P. Jones, Grain Commissioner.

1918-19—J. P. Jones, “ “

1919-20—J. P. Jones, “ “

18. Whether all the Government elevators carried insurance on grain stored therein, in accordance with law.

Answer: Yes. The Canadian Government interior terminal elevators are not in competition with other public terminal elevators, hence the Government assumes the risk on grain stored therein. The insurance on grain stored in the Government elevator at Port Arthur is placed with properly authorized companies in the same manner as all other public terminal elevators.

19. If not, why the discrimination against the other commercially-owned elevators, and on whose authority is the law broken.

Answer: Answered by No. 18.

20. Section 95, subsection 7, of the Canada Grain Act, provides for the confiscation of overages over one-quarter of one per cent to the Government. Whether the Wheat Board of Grain Commissioners are keeping strict accounting of all grain going into and out of terminal elevators, including screenings and scalpings, so as to arrive at the above figures.

Answer: Yes.

21. Whether the Registration Department, under the Board of Grain Commissioners, has full information tabulated showing the gross weight in and gross weight out of terminal elevators.

Answer: The information referred to in this question is properly tabulated in the Statistical Department of the Board of Grain Commissioners, not the Registration Department.

22. Change made by Board of Grain Commissioners in the wording of outward weight certificates.

Answer: To conform to the actual work performed, the words “weighed into” on the certificate were changed to “weighed for.”

23. When was the change made.

Answer: September 1, 1918.

24. Whether the weight certificate, as worded, was considered faulty up to the time of the change.

Answer: Yes.

25. If not, why the change in the wording was made.

Answer: Answered by No. 24.

26. Whether the Canada Wheat Board has an officer at Fort William, whose duty it is to check the grades given by the inspection department under the Department of Trade and Commerce, on all grain shipped for and on account of the Canada Wheat Board.

Answer: Inasmuch as the Canadian Wheat Board is self-supporting and not receiving any assistance from the Government, the Government has no information in so far as the questions are concerned relating to that board.



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27. If so, how many officers are engaged in this office, their names and salaries.  
Answer: Answered by No. 26.

28. If so, what the necessity is of two Government officials doing the one task.  
Answer: Answered by No. 26.

29. If so, whether the expenses incidental to this office are deducted from the money which ought rightly to be given to the farmers, for the participation certificates issued.

Answer: Answered by No. 26.

30. Whether the Canada Wheat Board accepts the inspection certificates as issued by the Department of Trade and Commerce without reservation.

Answer: Answered by No. 26.

31. Whether the Canada Wheat Board always avails itself of the highest market for all wheat sold for and on account of the producers.

Answer: Answered by No. 26.

32. Since the Government has taken over the control of the wheat business whether this has had a tendency to reduce the work of the Board of Grain Commissioners.

Answer: No.

33. If so, whether the number of employees under the Board of Grain Commissioners have been reduced, for the purposes of economical administration.

Answer: Answered by No. 32.

34. Whether the administration of the Canada Grain Act is self-sustaining.

Answer: No.

35. If not, how the deficits are made up from year to year and on whose authority.

Answer: Deficits are made up by the vote annually appropriated by Parliament.

36. Salaries paid to the secretary of the Board of Grain Commissioners and the secretary of the Canada Wheat Board.

Answer: Secretary of the Board of Grain Commissioners, \$2,700. As to the secretary of the Wheat Board, we have no information.

37. Whether the public terminal elevators at Fort William or Port Arthur purchase and sell grain from time to time, contrary to the Canada Grain Act.

Answer: They have the right to buy grain to cover shortages and sale overages in excess of one-quarter of one per cent of the gross amount handled.

38. If so, on whose authority.

Answer: Section 95, subsection 7, of the Canada Grain Act, and rules and regulations governing the operations of terminal elevators.

39. Section 48 of the Canada Grain Act provided for the fixing of grades other than statutory grades, by the Grain Standards Board. Whether this Board had fixed the composition and grades of (a) screenings, (b) scalpings.

Answer: No.

40. If not, why not.

Answer: They have no authority.

41. If not, who has fixed the composition and grades up to the present time, and on what authority.

Answer: The chief inspector, according to his judgment.

42. If fixed, what they are.

Answer: All by-products not allowed in statutory, standard or commercial grades of grain.



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43. Whether the original dockages taken from the grain are returned to the producer or the buyer of the warehouse receipt covering the specific parcel.

Answer: Yes, in accordance with the ruling of the Board of Grain Commissioners, less the percentages allowed for invisible waste as provided in the tariff.

44. If not, why not.

Answer: Answered by No. 43.

45. How long the Government, through the Department of Agriculture, has handled standard stock food ex-terminal elevators.

Answer: No information.

46. Whether the venture has been profitable.

Answer: No information.

47. Surplus or deficit for each year.

Answer: No information.

48. Price paid to the terminal elevators for the standard stock food basis f.o.b. Fort William.

Answer: No information.

49. Price received by the Government for the same food on the same basis.

Answer: No information.

ARTHUR L. SIFTON,  
*Secretary of State.*

So far as the Department of Agriculture is concerned,—

45. From November, 1917, to date.

46. The undertaking has been exceedingly profitable from the standpoint of Canadian feeders, but has resulted in financial loss to the department.

47. The total deficit to March 31, 1920, was \$113,816.72. The purchase and sale of this feed was handled as an open account for the entire period and no calculation was made as to the annual surplus or deficit.

48. The purchase price was \$35 per ton unground in elevators at Fort William and Port Arthur for the period November, 1917, to August, 1919.

49. The selling price to consumers was from commencement until August 1, 1918, thirty-five (\$35) dollars per ton f.o.b. Fort William, unground in bulk. August 1 to December 31, 1918, thirty-five dollars and fifty cents (\$35.50) per ton f.o.b. Fort William, unground in bulk. January 1, 1919, to January 31, 1919, thirty-six dollars (\$36) per ton f.o.b. Fort William, unground in bulk. February 1, 1919, to July 1, 1919, twenty-five dollars (\$25) per ton f.o.b. Fort William, unground in bulk. July 1 to end of period, twenty-six dollars (\$26) per ton f.o.b. Fort William, unground in bulk.



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The first of these is the question of the relative importance of the various factors which enter into the causation of disease. It is a question which has been discussed for many years, and the answer is still a matter of controversy. The second question is that of the relative importance of the various factors which enter into the causation of disease. It is a question which has been discussed for many years, and the answer is still a matter of controversy. The third question is that of the relative importance of the various factors which enter into the causation of disease. It is a question which has been discussed for many years, and the answer is still a matter of controversy.

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